RAPID TRIP 2050
METROPOLITAN TRANSPORTATION PLAN

Visit the project website at
www.RapidTrip2050.com.

WELCOME!

PUBLIC MEETING OPEN HOUSE

Rapid City Area MPO Metropolitan Transportation Plan

RAPID CITY AREA Metropolitan Planning Organization
CITY OF Rapid City LIVE. WORK. GROW.
SD DOT
U.S. Department of Transportation Federal Highway Administration
PENNINGTON COUNTY
Federal Transit Administration
Box Elder
CITY OF SUMMERSET INCORPORATED JULY 2025
MEADE COUNTY

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WE WANT TO HEAR FROM YOU!

THERE ARE SEVERAL WAYS YOU CAN STAY INVOLVED AND PROVIDE YOUR FEEDBACK ON THE PROJECT INCLUDING:

Submit a written comment card and leave in the comment box tonight.

Submit a written comment via mail or email by ***October 31, 2024.***

Speak with project staff and share your feedback tonight.

Use the interactive map comment tool on the project website.

View project information and announcements on the project website at: ***www.RapidTrip2050.com***

VISIT THE PROJECT WEBSITE TO:

Learn more about the planning study

View upcoming public input opportunities

Submit comments and contact the project team

www.RapidTrip2050.com

PROJECT SCHEDULE

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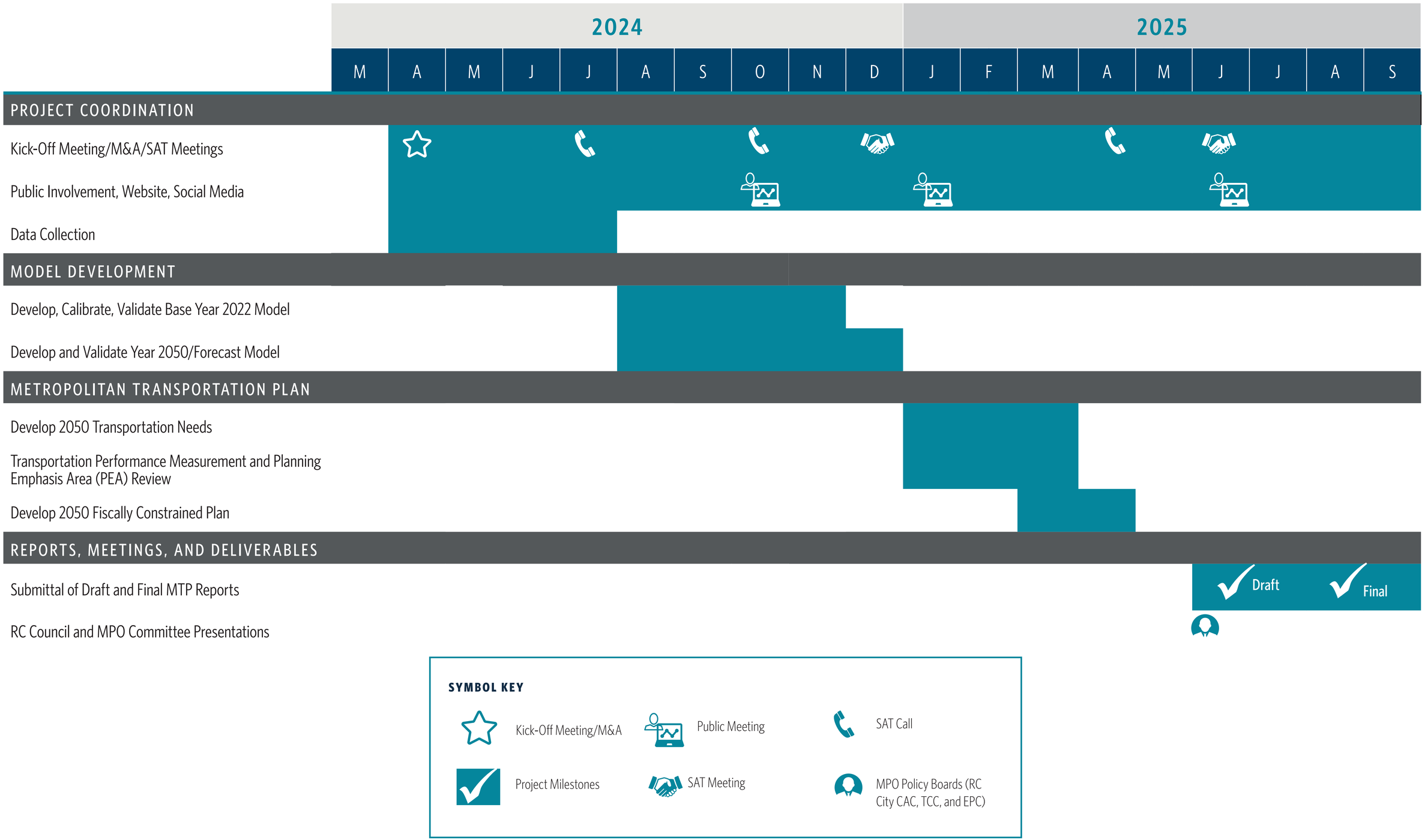

CRASH HISTORY 2019 - 2023

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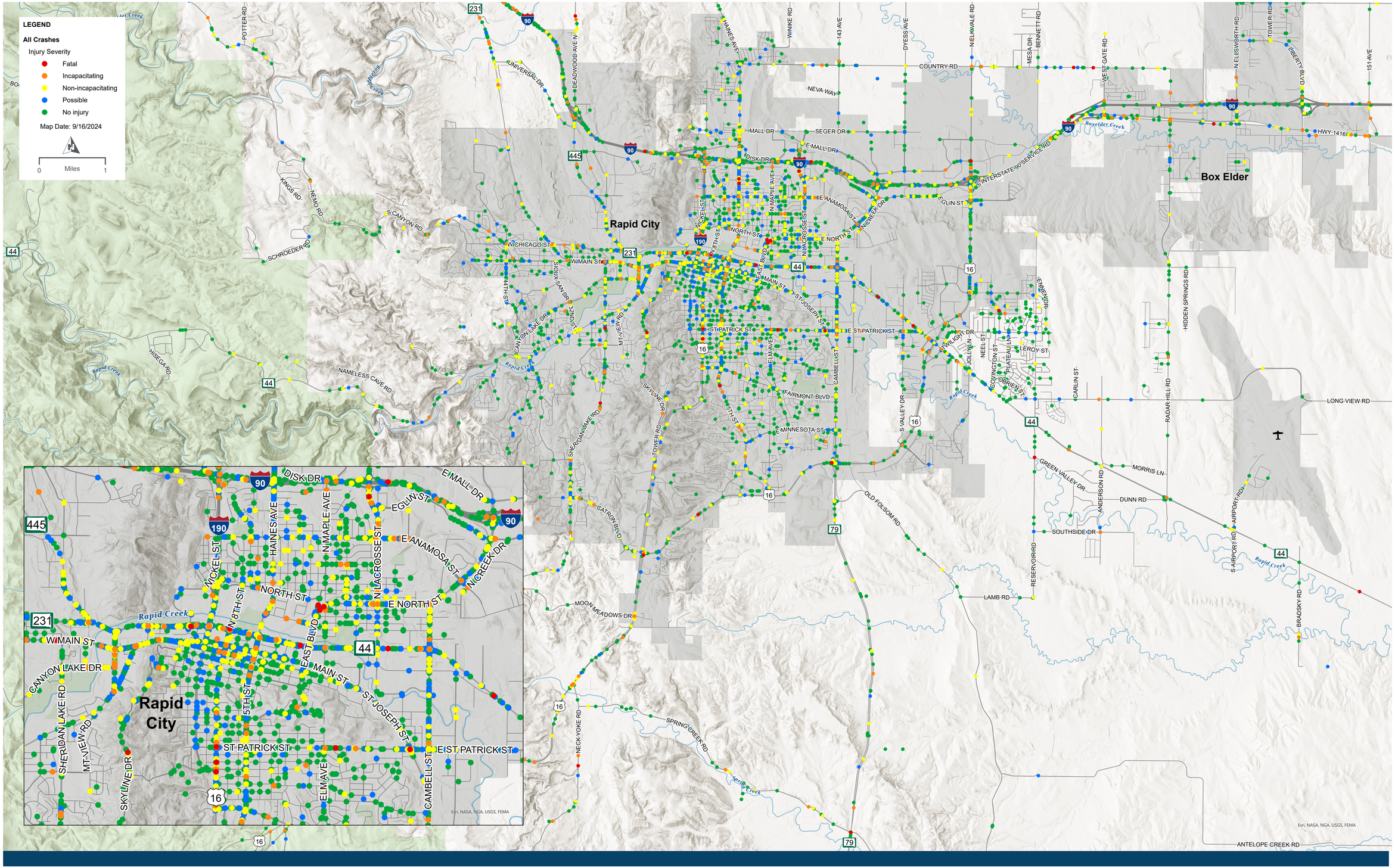

SERIOUS AND FATAL VEHICULAR CRASHES 2019 - 2023

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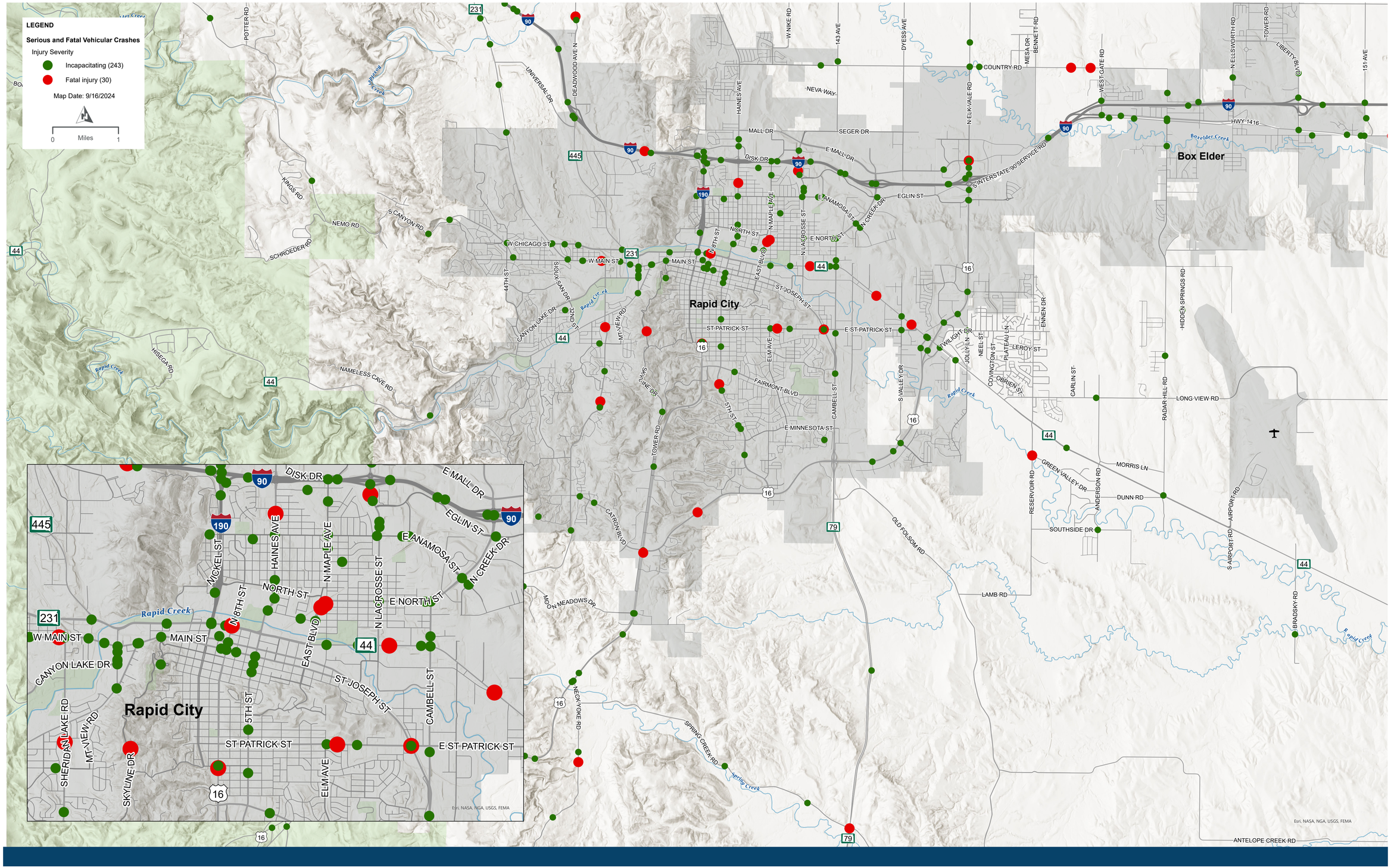

BICYCLE AND PEDESTRIAN CRASHES 2019 - 2023

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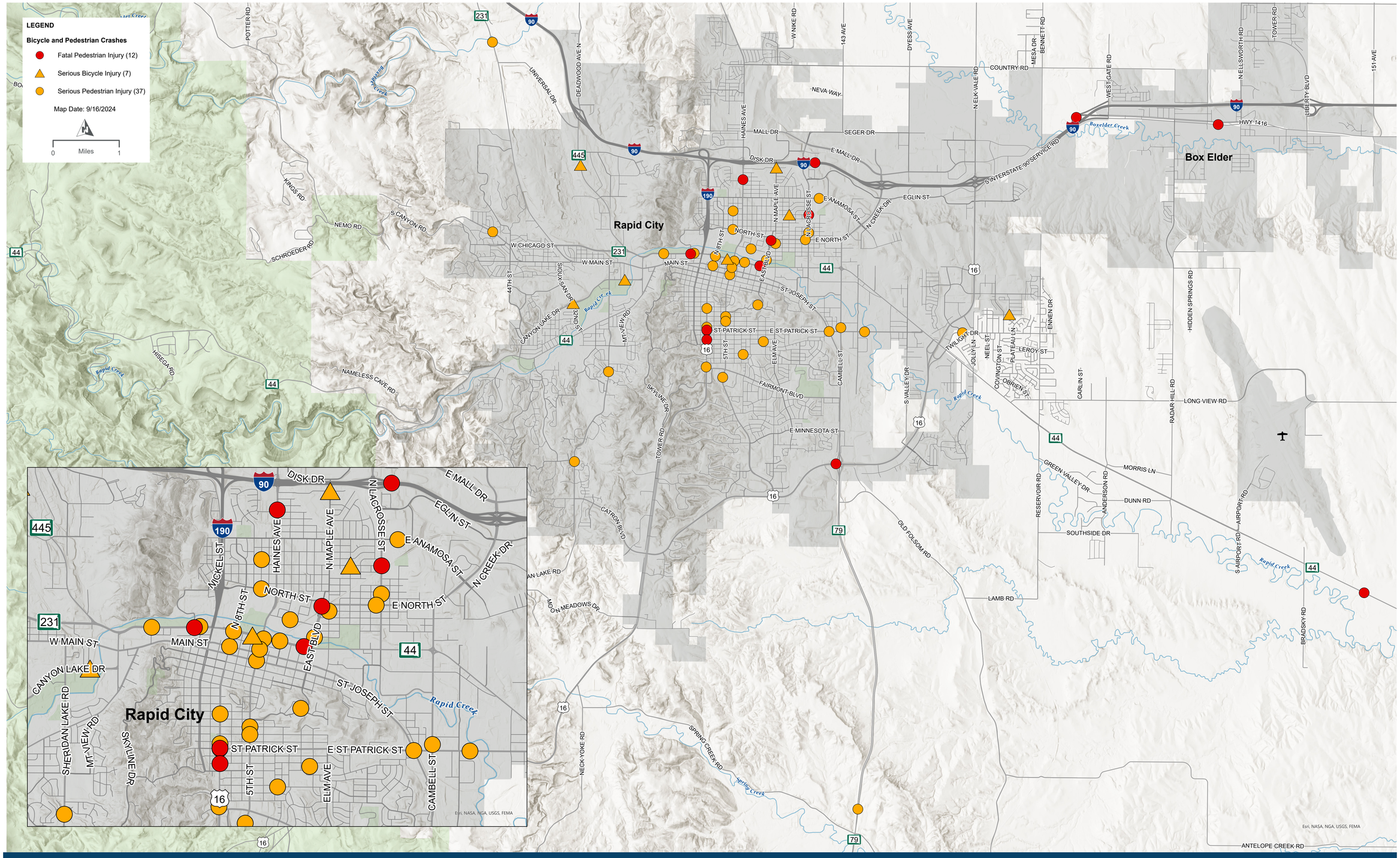

EXISTING STREET NETWORK

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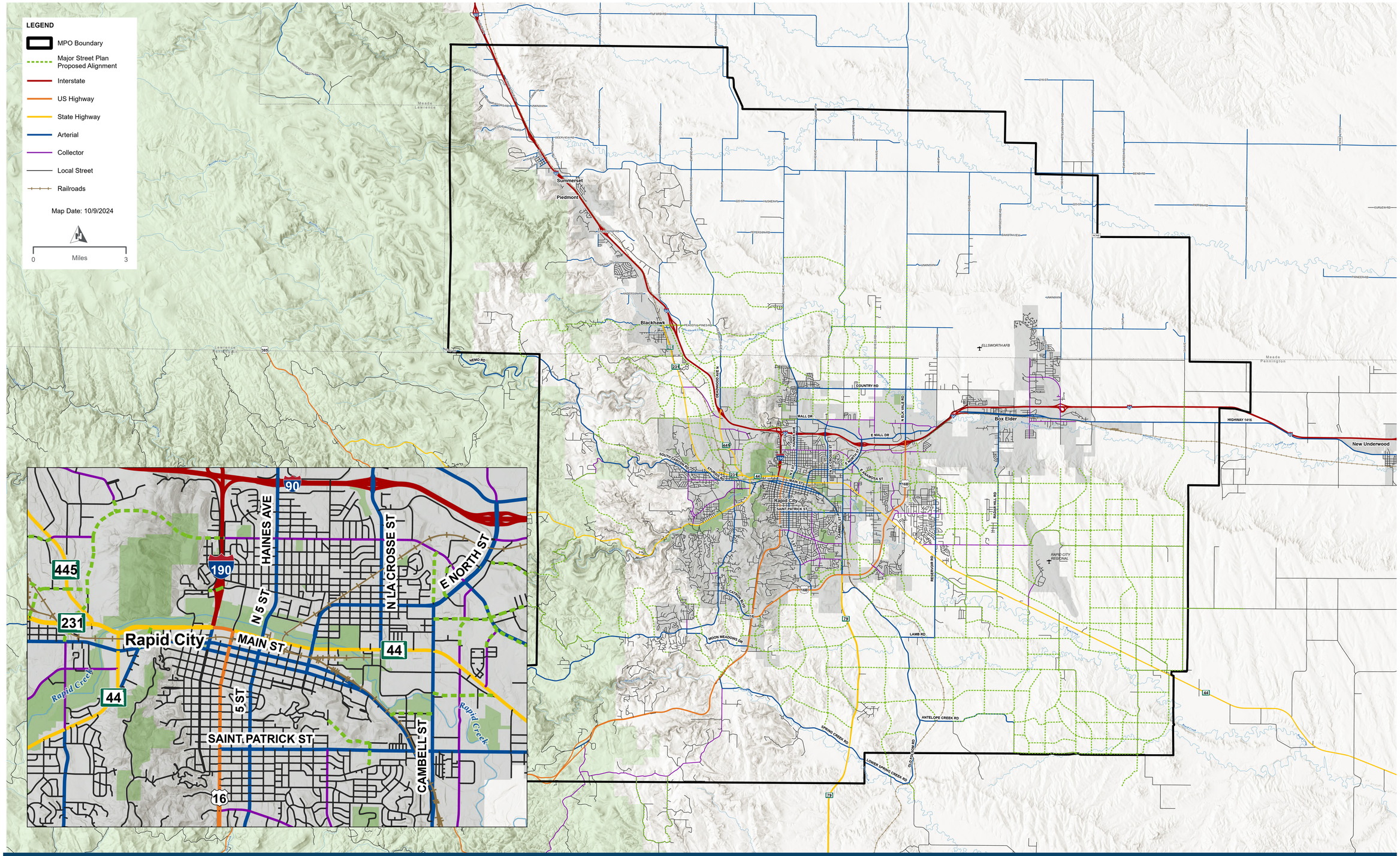

EXISTING TRANSIT NETWORK

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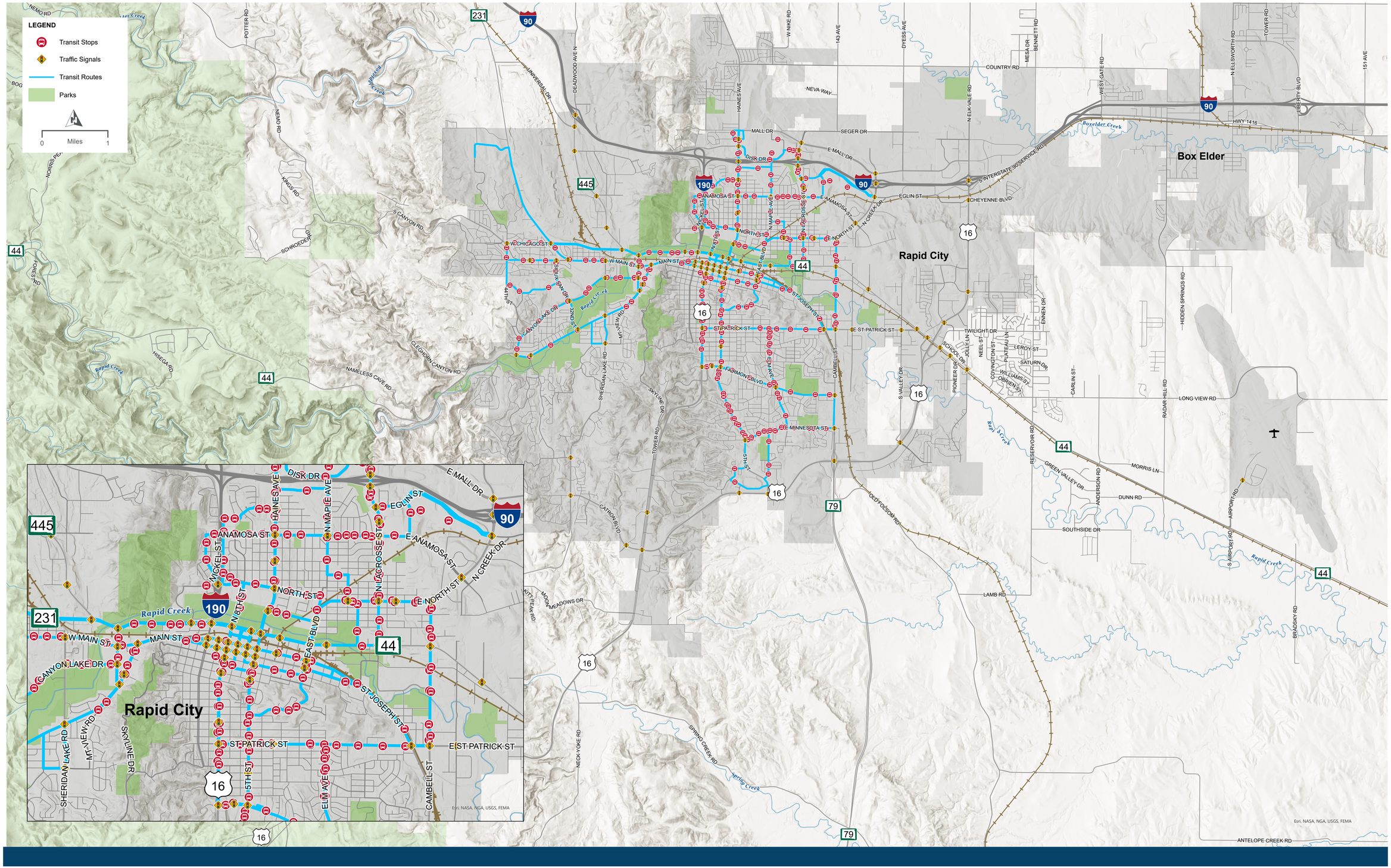

EXISTING AND PROPOSED BIKE FACILITIES

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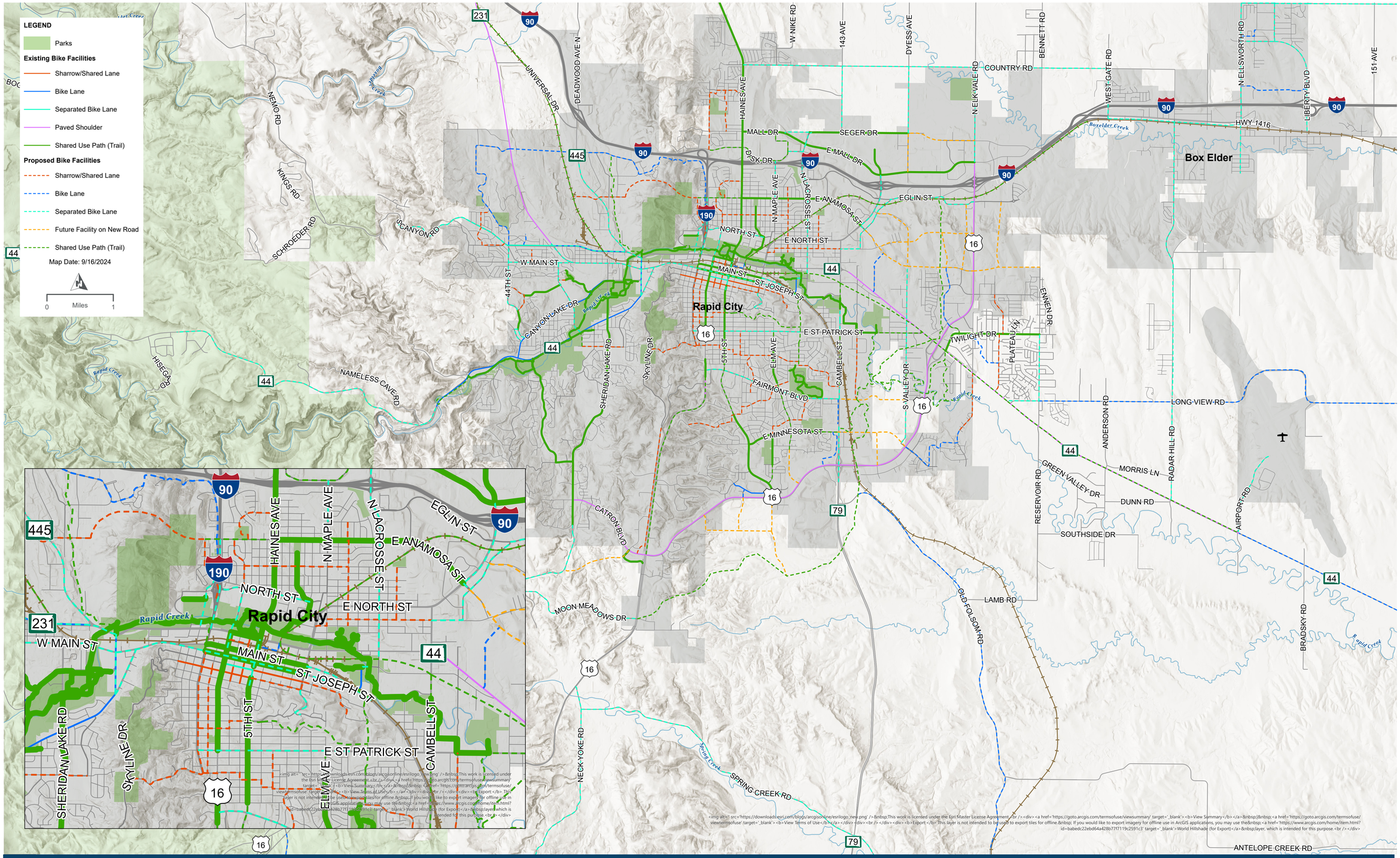

ACTIVE TRANSPORTATION NETWORK FACILITY TYPES

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SIDEWALKS

- Preferred minimum width of 5 feet with the option for 4 feet in constrained locations.
- May run parallel to a street either attached to the curb or separated fromfrom the curb with a buffer/ boulevard.

TRAILS/SHARED-USE PATHS

- Paved or unpaved, with a firm, slip-resistant surface.
- Trails have shared uses (walking, biking, etc.) and experience bidirectional travel, so they need at least 8 feet of width, with 10 feet preferred.

SHARED LANE MARKINGS

- The markings (e.g., a sharrow) indicate where bicyclists and automobiles share travel lanes. The markings indicate proper bicycle positioning within the travel lane.
- May be suitable for streets that experience traffic rates of up to 1,500 vehicles per day at speeds of up to 25 miles per hour.
- May serve as directional or wayfinding guidance between bicycle lanes and trails.

CONVENTIONAL BICYCLE LANE

- May be suitable for streets that experience traffic rates of up to 3,000 vehicles per day at speeds of up to 25 miles per hour.
- Create a visual distinction of the general purpose travel lane and the bicycle lane.

BUFFERED BICYCLE LANE

- May be suitable for streets that experience traffic rates of up to 6,000 vehicles per day at speeds of up to 25 miles per hour.
- Adds a painted 2-3 foot buffer between the bike lane and travel lane. May also add a buffer between parked cars and the bike lane.

SEPARATED BICYCLE LANE

- May be suitable for streets of any traffic volume or speed.
- Adds a vertical element into the buffer space to improve level of comfort.
- The vertical element may be a flexible delineator such as a low curb, a series of concrete barriers or planters, or a customized structure.